

SHIPMAN AND ACME AUTOMATIC + STEAM + ENGINES.

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«COAL — OIL — FOR — FUEL.»
—•—

These Engines are patented in Canada, and manufactured exclusively by
JOHN GILLIES & CO., CARLETON PLACE, ONT.



WE DESIRE PARTICULARLY to direct attention to the following Letters, from Mr. C. Hamilton, Collector of Customs, Kingston; Mr. E. F. Turley, Frankford. Ont., and Mr. J. H. Morrow, Brighton, Ont. These gentlemen have had two years' experience with Shipman Rochester Models using Coal Oil for fuel, therefore we consider their remarks regarding our "Acme" of very great importance:—

One H. P. Acme 2 H. P. Boiler, 23 x 4 1-2 ft. Boat.

Kingston, 30th July, 1886.

Messrs. John Gillies & Co., Carleton Place, Ont.:

Sirs,—The One H. P. Acme Engine with the Two H. P. Boiler attached, which I purchased from you, is now in perfect running order in my boat, 23 ft x 4 ft 6 in., capable of carrying 8 to 10 persons comfortably. I have abundance of Steam, usually carry 80 lbs. which gives me a speed of about Seven miles an hour, which I consider fast enough for a boat of these dimensions, but when desired and by a turn of the diaphragm key I can get 120 lbs. of steam in a few moments, with which pressure the speed of my boat is increased to 8 or 9 miles per hour. I can make no suggestions whereby you could simplify, or improve your Engine, as I consider it about perfect, and simplicity itself. Hoping you will receive for your Engine the demand its merits deserve.

I remain, yours truly, C. HAMILTON.

2 H. P. Acme, 25 x 6 ft. Boat.

FRANKFORD, 10th August, 1886.

Jno. Gillies & Co., Carleton Place:

GENTLEMEN,—Absence from home on a 3-weeks cruise prevented me from writing you earlier regarding the satisfaction I have derived through use of Acme. My Boat is 25 feet by 6 feet Beam, and is propelled by 2 H. P. Acme Engine Propeller Wheel, 18 in. diameter with 2 Blades. I have given the Engine as severe tests as any reasonable man could desire, and as I have had a 1 H. P. Rochester Model in another boat for two seasons, and fully posted on Coal Oil Engines I claim to know whereof I speak, I can safely say the 2 H. P. Acme is all you represent it and fully carries out all you claim for it in your Catalogue, and I may say a little more as it does not use the quantity of Oil you state. As a proof of my feelings I beg to inform you that I send amount of your account by express, and permit me to say I shall be pleased to inform any intending purchasers as to the merits of your Engines, and should any call on me will practically demonstrate the truth of the assertions I have made in its favor. The "Acme" is undoubtedly the most complete and powerful little Boat Engine in use.

Yours truly, EDW. F. TURLEY.

One H. P. Acme, 22 ft 4 in. x 4 ft 10 in. Boat.

BRIGHTON, 31st July, 1886.

Messrs. Jno. Gillies & Co., Carleton Place:

GENTLEMEN,—As I suppose you would like to hear how I am pleased with the 1 H. P. Acme Engine I bought of you, all I need say is, that it is even better than you represented to me and that I am delighted with it. I put it into a Boat 22 ft 4 in. over all, 22 ft. Keel; 4 ft 10 inch beam, and 21 inch deep, and had no trouble in making over 7 miles an hour. You can draw on me for amount.

Yours truly, J. H. MORROW.

ARNPRIOR, June 15, 1886.

John Gillies & Co., Carleton Place, Ont.:

GENTLEMEN:—I received the No. 1 Acme Engine all safe, and set it in my boat. I got a small tank with a float ball in it to shut the oil off when at a certain height. My large tank fits bow of boat and holds six gallons, the small one is flat, about 4 inches deep, and holds about $\frac{1}{2}$ gallon. This works perfectly satisfactory. She will run about 8 miles per hour in still water. I run her myself without the least trouble. Mrs. Wait has been with me the most of the trips and she enjoys the pleasure very much. I shall send you a photograph of the boat. You can send in your bill and I will send you check for same. The consumption of oil is much less than I expected. It consumes less than the old Rochester Model and keeps up steam better. On the 24th of May I towed a sail yacht against a strong wind for four miles, and made almost as good time as though we had nothing.

Yours truly, JNO. T. WAIT.

PEMBROKE, July 14, 1886.

John Gillies & Co., Carleton Place, Ont.:

GENTLEMEN:—After all my grumbling about the delay in shipping the yacht, I have no doubt you are anxious to know my opinion of her after having tried her for several weeks. The boat, as you are aware, is 25 feet long, 5 feet beam, with a 2 H. P. Acme Engine, and is all that any one could desire for pleasure, comfort and economy. I find that with an ordinary load she can easily make from 8 to 9 miles an hour, and no difficulty in keeping the steam up to 100 lbs. I have tried her both in fair and stormy weather, and in every case the result has been most satisfactory, both as regards her sailing and the amount of oil consumed, which does not exceed four gallons for ten hours running. Enclosed please find check in settlement of account.

Yours, etc., THOS. H. MOFFATT.

The Acme Boat Engines.

Mr. J. W. McGarvey, Seneca Falls, N. Y., writes as follows, under date of July 8, 1886:

Rochester Machine Tool Works:

GENTLEMEN:—I put the one-horse power Boat Engine obtained of you in a cedar boat, 20 ft. long by 4 ft. 4 in. beam, and 21 in. deep. With seven grown persons in her I have run one mile on the Seneca River in 6 minutes and 35 seconds. I have carried twelve men in her across Cayuga Lake, 13 miles in 14 minutes. Two or three boat builders have been to take the lines of this boat.

A few days later he writes:

I have at least got good speed out of the boat and engine. Last Thursday, with eight grown persons, I run a mile on the Seneca River in six minutes, starting from a dead stop, which was not fair. You are at liberty to publish this statement, as I can prove time and distance by seven men who were in the boat with me.

Signed, J. W. MCGARVEY,
Lock Box No. 78. Seneca Falls, N. Y.

The following from Dr. Hall, of this city, who has had his engine and boiler in use for the past three months, speaks for itself:

ROCHESTER, N. Y., July 29, 1886.

Rochester Machine Tool Works:

DEAR SIRS:—Your Acme 1 H. P. Engine has been placed in my yacht, which is 25 ft. long, by 4 $\frac{1}{2}$ ft. beam, and after trying it in river, canal and bay, it has given perfect satisfaction; running in currents, swells and heavy weather, and can depend on it every time to do its work. The speed I have attained has been 8 miles per hour, having run at that rate for three hours continuously; and I can with credit to you, recommend it to any one wishing such an engine, and will gladly do so.

Yours truly, WILLIAM S. HALL, M. D.

PARKDALE, July 26th, 1886.

Jno. Gillies & Co., Carleton Place:

GENTLEMEN,—This is to certify that we have thoroughly tested the One Horse Power Acme Engine in our Launch and must say that we are well pleased with the satisfaction it has given, and will be glad to do anything we can for you.

Yours truly, JNO. WANLESS & SON.

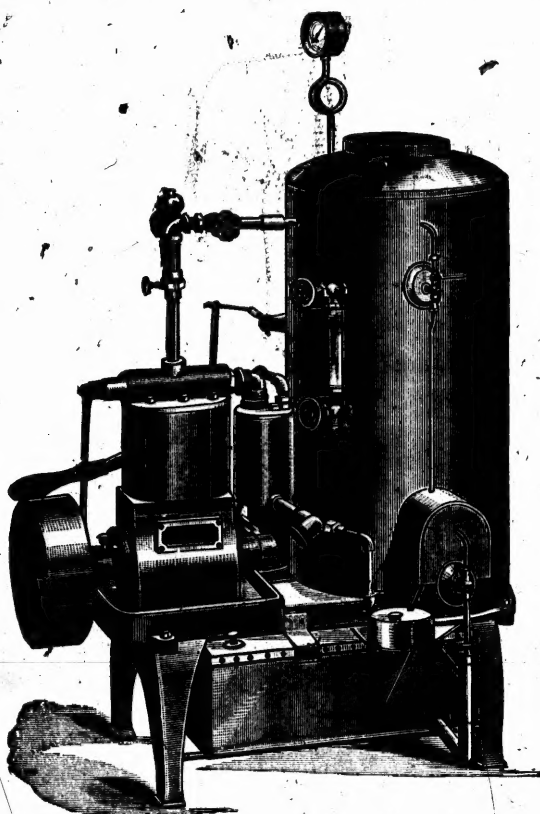
Our Engines are the most convenient, most reliable and durable small power in use for propelling Boats. Little space occupied for Fuel. No Coal Dust. No Cinders. No Coal or Wood Fire to Draw. Only the amount of Fuel is consumed that is required to give the power taken.

For further information, address

JOHN GILLIES & CO.,

CARLETON PLACE, ONTARIO.

WHAT PEOPLE SAY WHO ARE USING 1 AND 2 H. P. STATIONARY ACMES.



The Acme Running Electric Light.

In April last a correspondence was opened with us by the Household Electric Light Co., of Boston, Mass., asking if we could guarantee that our engines could handle a Dynamo successfully. We replied we had never tried Dynamos, but we believed our Automatic Governor would give as even a speed as any in the market, and wanted them to send a practical man to experiment in our works and report. After experimenting with a one-horse engine in our works, Mr. Sparrow purchased from us a one-horse Acme Automatic Engine. Under date of May 17th, he wrote us as follows:

HOUSEHOLD ELECTRIC LIGHT COMPANY,
153 Essex Street, Boston, Mass.

Geo. W. Davidson, Treasurer:

DEAR SIR,—The one-horse power engine arrived Saturday. I have started it. I get six 16 C. P. incandescent lamps. I have to use countershaft to get up speed on Dynamo. This is a rough trial but the engine worked nicely, and I must say that your Governor is ahead of anything yet. I shall have it up in a few days so as to give it a good test and see just what it will do. With large Dynamos, eight 16 C. P. lamps per horse power are obtained only under the most favorable conditions; and small Dynamos, like small engines, are not so economical as large ones; so I feel very well satisfied with the result so far.

Signed, E. P. SPARROW, Manager.

NOTICE.—The Canadian Underwriters' Association permits the use of our Engines on the same basis as any ordinary Engines.

1 H. P. Acme in Printing Office.

ADVOCATE OFFICE,
HUNTINGTON, Que., 6th July, 1886.

John Gillies & Co., Carleton Place, Ont.:

GENTLEMEN,—Your man was here to-day starting the 1 h. p. Acme Engine in my printing office, and I have no hesitation in saying that it works splendidly, running my Campbell Cylinder Press and large Gordon Jobber with ease.

Yours truly,

H. Y. P. SOMERVILLE.

2 H. P. Engine Running Two Cylinder and Two Gordon Presses.

LEVIS, Que., July 9th, 1886.

John Gillies & Co., Carleton Place, Ont.:

GENTLEMEN,—This is to certify that we have one of your 2 h. p. Engines in our office, running two Cylinder and two Gordon Presses. It does all you claim for it; we have more power than we require; it does its work to perfection, running the presses, etc.; with ease.

Yours truly,

MERCHER & CO.

Under date of May 24th, Mr. Sparrow writes us as follows:

Geo. W. Davison, Treasurer, Rochester, N. Y.:

Dear Sir:—I am happy to say that everything goes to my satisfaction. Have no trouble now in running eight 16 C. P. incandescent lamps with perfect ease, using oil as fuel, at the rate of about 6 gallons in ten hours. The engine is even better than I had hoped for, and I shall now go for business in house lighting in earnest. The best the _____ Engine, two-horse, would do, was 10 or 12 lamps, and then you would think the house was coming down.

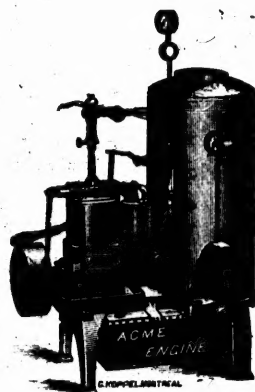
Signed, E. P. SPARROW, Manager.

Mr. J. I. Mackey, who has place of business at Old Orchard, Me., and Jacksonville, Fla., had the first two-horse power Acme Engine we ever sent out. Under date of June 19th, he writes us as follows:

Rochester Machine Tool Works:

Gentlemen:—I have at last received my engine, and it works like a charm. Running very smoothly indeed; although I have not work enough to show just what it can do. A good many people have been in to see it run, and all pronounce it a "Dandy." Please send me quite a lot of circulars of the engines, and I feel sure I can send you a number of orders for engines soon.

Signed, J. I. MACKEY.



STATIONARY ACME.

The Acme as a Gas Burning Engine.

The following from La Porte, Ind., refers to one of our one-horse Acme Automatic Engines arranged to burn gas instead of kerosene as fuel:

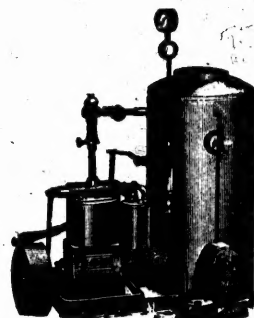
Rochester Machine Tool Works:

Dear Sirs:—The little engine came to hand and have started it. I find it a powerful engine for so small a one. Am more than pleased with it. Indeed I think it a "Little Dandy."

Respectfully yours,

Signed, J. R. PARSONS.

LA PORTE, Ind., July 24, 1886.



ACME FOR BOAT.

The Acme Running Sewing Machines.

In February, 1886, Messrs. McDonald & Whiting of this city purchased from us a one horse Acme Engine under a guarantee that it should run at least eight Wilcox & Gibbs manufacturing machines. Under date of June 2nd, they write us as follows:

OFFICE OF McDONALD & WHITING,
WHOLESALE STRAW GOODS MANUFACTURERS,
76 State Street.

Rochester Machine Tool Works:

Gentlemen:—We have used your one-horse power Oil Engine daily since last February, when we purchased it of you. It is running better now than ever. Can highly recommend it to any who are in need of small power.

McDONALD & WHITING,
76 State St., Rochester, N.Y.

2 H. P. Acme Hoisting Stone, Brick and Mortar.

The following comes entirely unsolicited:

OSBORNE, Kan., July 27, 1886.

Rochester Machine Tool Works, Rochester, N.Y.:

Gentlemen:—The Acme Engine (two-horse), purchased from you some weeks ago, arrived in time. In less than half an hour after it arrived I had up steam and had it running. I am hoisting stone, brick and mortar. I have so arranged that I can hoist 2000 pounds at a time. I never saw an engine work nicer and keep up steam easier than the Acme does. I would not sell her for the money I paid if I could not get another. She is what I call a "Daisy." There has been more than two thousand people come to see her work. Every one says she is nice. I have been talking to our printer and explained my engine to him, and gave him your address, and you will probably hear from him as he ought to have a new engine. I will cheerfully do all I can to help you introduce this engine and boiler.

Signed, F. N. HATCH.

It is absolutely safe from Explosion. No Dust or Dirt. The moment the work is done the Fuel expense stops.

It puts out its own Fire, and re-lights it again when more power is needed. No Engineer required. The Fuel and Water supply is automatic.

SPECIAL NOTICE.—Every Engine is tested and thoroughly tried before it leaves our works. In the first place each Boiler is tested to 300 pounds hydrostatic pressure, though the boiler is rarely used at 120 lbs. steam pressure. After the Engine and Boiler have been "set up" they are critically tried and tested in every particular by actual use, and all parts accurately adjusted.

GUARANTEE.—We guarantee every Engine to be made of the very best quality of material, and finished in a strictly first-class manner, and to develop the power represented. Should any Engine fail to perform the duty specified, we will refund any payment made, and defray all expenses incurred.

Send for Catalogue giving prices, &c., &c., to

JOHN CILLIES & CO.,

CARLETON PLACE, ONTARIO.

